

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1-29. (cancelled)

30. (new): A modular multistage transmission, comprising:

a gearbox input and a gearbox output;

first and second superimposed gears designed as three-shaft planetary wheels each comprising a sun wheel, a hollow wheel, a spacer and planetary wheels, whereby individual shafts are formed by the sun wheels, hollow wheels, spacers or elements connected with them in a torque-transmitting manner;

a first shaft of the first superimposed gear connected in a torque-transmitting manner with the gearbox input;

a second shaft of the first superimposed gear and a second shaft of the second superimposed gear connected at least indirectly with the gearbox output;

a continuously variable transmission in the form of a traction mechanism box arranged between third shafts of the first and second superimposed gears;

means for controlling the gear transmission ratio at the traction mechanism box;

couplings between individual of the superimposed gears and the continuously variable transmission taking place through a linking gear comprising a transmission stage;

the first shaft of the second superimposed gear being connected optionally with the gearbox input via a first clutch coupling;

the second shaft of the first superimposed gear and the third shaft of the second superimposed gear being connected optionally with the gearbox output via at least one other second clutch coupling.

31. (new): The modular transmission in accordance with Claim 30, wherein the second shaft of the first superimposed gear is connected in a torque-transmitting manner with the third shaft of the second superimposed gear.

32. (new): The modular transmission in accordance with Claim 30, wherein an individual linking gear is formed by a reverse gear.

33. (new): The modular transmission in accordance with Claim 32, wherein the individual linking gear is formed by a spur-wheel stage comprising an even number of intermeshing spur wheels.

34. (new): The modular transmission in accordance with Claim 33, wherein one of the intermeshing spur wheels of the individual linking gear are formed by the third shaft of the first superimposed gear and/or the third shaft of the second superimposed gear or form one structural unit with them.

35. (new): The modular transmission in accordance with Claim 30, wherein the sun wheel of the second superimposed gear is created depending on the overall transmission ratio spread to be achieved.

36. (new): The modular transmission in accordance with Claim 30, wherein the first superimposed gear is designed with the continuously variable transmission, which corresponds with a theoretical maximum permissible gear transmission ratio at the continuously variable transmission.

37. (new): The modular transmission in accordance with Claim 30, wherein with respect to its sizing, the sun wheel of the first superimposed gear is characterized by a pitch

circle diameter that is in the range of 2 to 2.6 times smaller than that of the hollow wheel of the first superimposed gear.

38. (new): The modular transmission in accordance with Claim 30, wherein with respect to its sizing, the sun wheel of the second superimposed gear is characterized by a pitch circle diameter that is in the range of 2 to 2.6 times smaller than that of the hollow wheel of the first superimposed gear.

39. (new): The modular transmission in accordance with Claim 30, wherein:  
the first shaft of the first superimposed gear and the first shaft of the second superimposed gear are each formed by the spacer of the respective first planetary wheel or the spacer of the respective second planetary wheel or elements coupled with them in a torque-transmitting manner;

the second shaft of the first superimposed gear is formed by the sun wheel of the first planetary gear and the second shaft of the second superimposed gear is formed by the hollow wheel of the second planetary wheel;

the third shaft of the first superimposed gear is formed by the hollow wheel of the first planetary wheel and the third shaft of the second planetary wheel is formed by the sun wheel or an element coupled with it in a torque-transmitting manner.

40. (new): The modular transmission in accordance with Claim 39, wherein the sun wheel of the first planetary gear and the sun wheel of the second planetary gear are connected with each other in a torque-transmitting manner via a hollow shaft.

41. (new): The modular transmission in accordance with Claim 40, wherein the coupling between the gearbox input and the first shaft of the second superimposed gear takes place via a shaft connected in a torque-transmitting manner with the spacer of the first planetary wheel and guided through the hollow shaft.

42. (new): The modular transmission in accordance with Claim 39, wherein:  
a first spur wheel of a first said linking gear is formed by the hollow wheel of the first superimposed gear;

a second said linking gear is formed by a spur wheel couple in a torque-transmitting manner with the third shaft designed as a hollow shaft and another spur wheel which is connected in a torque-transmitting manner with the continuously variable transmission.

43. (new): The modular transmission in accordance with Claim 30, wherein the continuously variable transmission is designed as a force-fit traction mechanism gearbox and a traction mechanism of the traction mechanism gearbox is formed by a belt or a chain.

44. (new): The modular transmission in accordance with Claim 43, wherein a means for a non-slip coupling of the traction mechanism to the revolution speed of the gearbox input is provided.

45. (new): The modular transmission in accordance with Claim 44, including means for equalizing the velocity of circulation of the traction mechanism to the revolution speed of the gearbox input comprising a transfer element that can be coupled at least indirectly with the gearbox input and connected in a force-fitting manner with the traction mechanism.

46. (new): The modular transmission in accordance with Claim 45, wherein the traction mechanism has a circumferential profile on its outer perimeter which can be attached with a complementarily designed profile on the outer perimeter of the transfer element.

47. (new): The modular transmission in accordance with Claim 46, wherein the transfer element is arranged coaxially to the gearbox input or parallel to it and, for the retention of the tension in the traction mechanism, a pivot gear is provided for the pivoting of disk

arrangements of the continuously variable transmission and the transfer element.

48. (new): The modular transmission in accordance with Claim 47 wherein the transfer element is arranged coaxially to and in a torque-transmitting manner with the box input or parallel to it and a movable or pivotable tensioning device is assigned to the traction mechanism for the retention of the tension.

49. (new): The modular transmission in accordance with Claim 30, wherein the means for controlling the gear transmission ratio on the traction mechanism box comprises actuating elements for adjusting the distances between individual disk arrangements.

50. (new): The modular transmission in accordance with Claim 30, wherein between the third shaft of the first superimposed gear and the third shaft of the second superimposed gear a transmission ratio of 1 to 2 through 3 can be set, or the transmission can be set between two individual disk arrangements at a ratio of 1 to 2 through 3.

51. (new): The modular transmission in accordance with Claim 39, wherein the gear box input is connected with a switchable starter unit.

52. (new): The modular transmission in accordance with Claim 30, wherein means for reversing the direction of rotation are provided.

53. (new): The modular transmission in accordance with Claim 52, wherein the means for reversing comprises a reverse gear.

54. (new): The modular transmission in accordance with Claim 30, wherein the first and/or the second clutch couplings are designed as frictionally engaged or synchronous clutch couplings.

55. (new): The modular transmission in accordance with Claim 30, wherein a starter element is switched into the gearbox input.

56. (new): The modular transmission in accordance with Claim 55, wherein the starter element is designed as a hydrodynamic rpm/torque converter or hydrodynamic clutch.

57. (new): The modular transmission in accordance with Claim 56, wherein the bridge clutch is assigned to the starter element.

58. (new): The modular transmission in accordance with Claim 57, wherein the starter element is designed as a multiple-disk clutch.